appropriate cases. The currently applicable anti-dumping duties in some of the cases are as follows :

S. No. Item	Country of Origin	Duty levied (Rs.)
1. Isobutyl Benzene (IBB)	China	12,465/MT
2. 3,4,5 Trimethoxy Benzaldehyde (TMBA)	China	207/Kg.
3. Theophylline	China	562.55/Kg.
4. Caffeine	China	594.50/Kg.
5. 8-Hydroxy Quinoline	China	183-206/Kg.
6. Vitamin C	Japan and	27.59/Kg.
	China	61.96/Kg.
. 7. Lovastatin	China	Difference between 1,91,869/Kg. and landed value

It would be seen from the above that on Vitamin C, there is already an anti-dumping duty on imports from Japan and China. Further investigations are on for levy of anti-dumping duty on imports from Russia and the European Union. Complaints of dumping with respect to other drugs mentioned in the news-item are not presently being investigated by the Anti Dumping Directorate.

Losses to fertilizer makers due to dumping

*571. SHRI NAGENDRA NATH OJHA :

SHRI J. CHITHARANJAN :

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) Whether Government's attention has been drawn to the news-item appearing in the "Business Standard" dated 1st April, 2000, under the caption, "Fertilizer makers may incur losses due to dumping", and

(b) if so, the details thereof and Government's reaction to the concern expressed by the manufacturers of Di-Ammonium Phosphate (DAP) in the country?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI SURESH PRABHU): (a) and (b) Yes, Sir. DAP has been decontrolled since 24-8-1992 and its imports have been decanalized with effect from 17-9-1992. However, the Government determines the Maximum Retail Prices (MRP) and the rates of Concession for indigenous and imported DAP under the Concession Scheme of the Department of Agriculture and Cooperation. The indigenous producers of DAP are at a disadvantage as the raw materials/intermediates required for its production are not available in the country. To compensate for this disadvantage, rate of concession for indigenous DAP is pegged at a higher level than that of imported DAP. For 1999-2000, the Government had fixed concession of Rs. 4600 per metric tonne (provisional) for indigenous DAP and Rs. 3200 per metric tonne for imported DAP. At these rates of concession, indigenous production has been 38.58 lakh metric tonnes which is higher than the target of 37.25 lakh metric tonnes for 1999-2000. Imports in the same period have been nearly 33 lakh metric tonnes. Thus the domestic production has not suffered despite the high level of imports.

In the market place both indigenous and imported DAP are sold at a competitive price. The Government role is to put in place the policy which spurs both the indigenous production and imports. The selling price to fanners is a function of demand and supply.

The Government has not received any representation regarding dumping of DAP by foreign suppliers in the country nor has the industry been of the view that there has been dumping of DAP.

Indian Railway Infrastructure Development Fund

*572. SHRI RAMDAS AGARWAL : Will the Minster of RAILWAYS - be pleased to state :

(a) whether the Ministry propose to costitute an Indian Railway Infrastructure Development Fund for crucial asset replacement needs of Indian Railways,

(b) whether any consultation between the Railway Ministry and Planning Commission has taken place so far in this regard;

(c) if so, with what result and the actual total amount required for RIDF; and

(d) in what manner Railways hope to mop-up such huge fund after taking into account budgetary support during 2000-2001?